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TO:	DIRECTOR 25X1A				
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TO MR CUNNINGHAM FROM MR JOHNSON ASTH: HR 78-2 DATE: 5 Gmg/ REVIEWER: 25X1A					
AS PER PHONE CONVERSATION 21 FEBRUARY, WE DO NOT BELIEVE					
IT ADVISABLE TO RUN FLIGHT TESTS ON ENGINE BLOWOUT AT MAXIMUM					
	ALTITUDE TO TEST CONTINUOUS IGNITION. OUR EARLY DISCUSSIONS				
25X1A	ON THIS SUBJECT WITH	AND	PERSONNEL MADE IT		
	APPEAR DESIRABLE TO INSTALL CONTINUOUS IGNITION AS LONG AS THERE				
WAS NO SACRIFICE IN RELIGHT CAPABILITY AT NORMAL ALTITUDES.					
	THIS PROVED TO BE SUBSTANTIALLY TRUE. WE OBJECT TO DELIBER-				
	ATELY INDUCING BLOWOUTS AT MAXIMUM ALTITUDE AND RECOMMEND THE				
,	CONTINUOUS IGNITION ONLY BECAUSE IT SEEMS EVIDENT THAT THERE				
,	WILL BE LESS CHANCE OF ANY BLOWOUT AT ALTITUDE WITH A CONTINU-				
ING SPARK THAN THERE WOULD BE WITHOUT IT. 25X1A					
	SHOULD FURTHER JUST IFICATION OF THIS VIEW BE REQUIRED,				
	WOULD PROPOSE THAT	ESTABLISH F	RELATIVE MERITS OF	THEIR	
GEAR IN THEIR ALTITUDE TEST CHAMBER. END OF MESSAGE					
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REPRODUCTION BY OTHER THAN THE ISSUERS OFFICE IS PROHIBITED. Consider Approved For Release 2002/08/16 : CIA-RDP66B00728R000300050070-5					